

Application of Thoroughfare Planning Principles

The concepts presented in the discussion of operational efficiency, system efficiency, functional classification, and idealized major thoroughfare system are the conceptional tools available to the transportation planner in developing a thoroughfare plan. In actual practice, thoroughfare planning is done for established urban areas and is constrained by existing land use and streets, existing public attitudes and goals, and current expectations of future land use. Compromises must be made because of these and the many other factors that affect major street locations.

Throughout the thoroughfare planning process it is necessary from a practical viewpoint that certain basic principles be followed as closely as possible. These principles are:

1. The plan should be derived from a thorough knowledge of today's travel - its component parts, as well as the factors that contribute to it, limit it, and modify it.
2. Traffic demands must be sufficient to warrant the designation and development of each major street. The thoroughfare plan should be designed to accommodate a large portion of all major traffic movements on a relatively few streets.
3. The plan should conform to and encourage the land development plan of the area.
4. Certain considerations must be given to urban development beyond the current planning period. Particularly in outlying or sparsely developed areas which have development potential, it is necessary to designate thoroughfares on a long-range planning basis to protect rights-of-way for future thoroughfare development.
5. While being consistent with the above principles and realistic in terms of travel trends, the plan must be economically feasible.